

# **Welcome to the I-66 Corridor Improvements Public Information Meetings**

**These meetings will:**

- **Update you on**
  - **Project status since Tier I Environmental Study public information meetings**
  - **Tier I Environmental Study Record of Decision**
  - **Responses received to the Request for Information from Office of Transportation Public-Private Partnerships**
- **Review map that shows status of current projects**



# Stay Involved

- VDOT will keep the public, federal, state and local officials informed of efforts to transform I-66 to a multi-modal facility moving people and traffic more efficiently
- Your suggestions will help planners and engineers as the concepts are developed
- VDOT will use the project website, meetings, and occasional printed updates to furnish information about the concepts

Please visit [www.helpfix66.com](http://www.helpfix66.com)



# NEXT STEPS

**REVIEW COMMENTS RECEIVED AT PUBLIC INFORMATION MEETINGS**

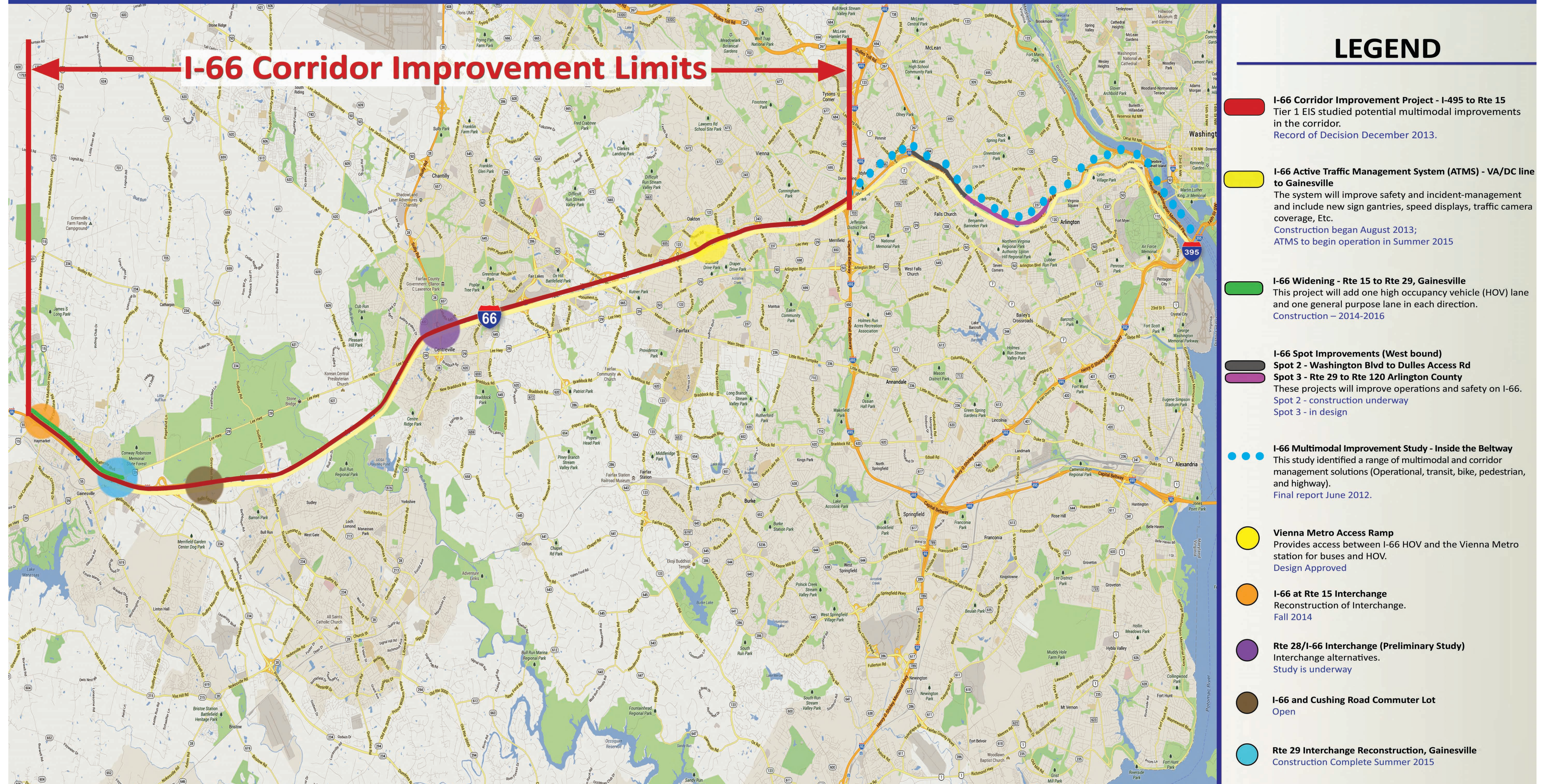
**CONTINUE STAKEHOLDER OUTREACH**

**CONTINUE TO REVIEW COMMENTS FROM REQUEST FOR INFORMATION**

**FURTHER EVALUATION OF CONCEPTS**

**BEGIN TIER II NEPA STUDY/STUDIES**

# I-66 Corridor Projects



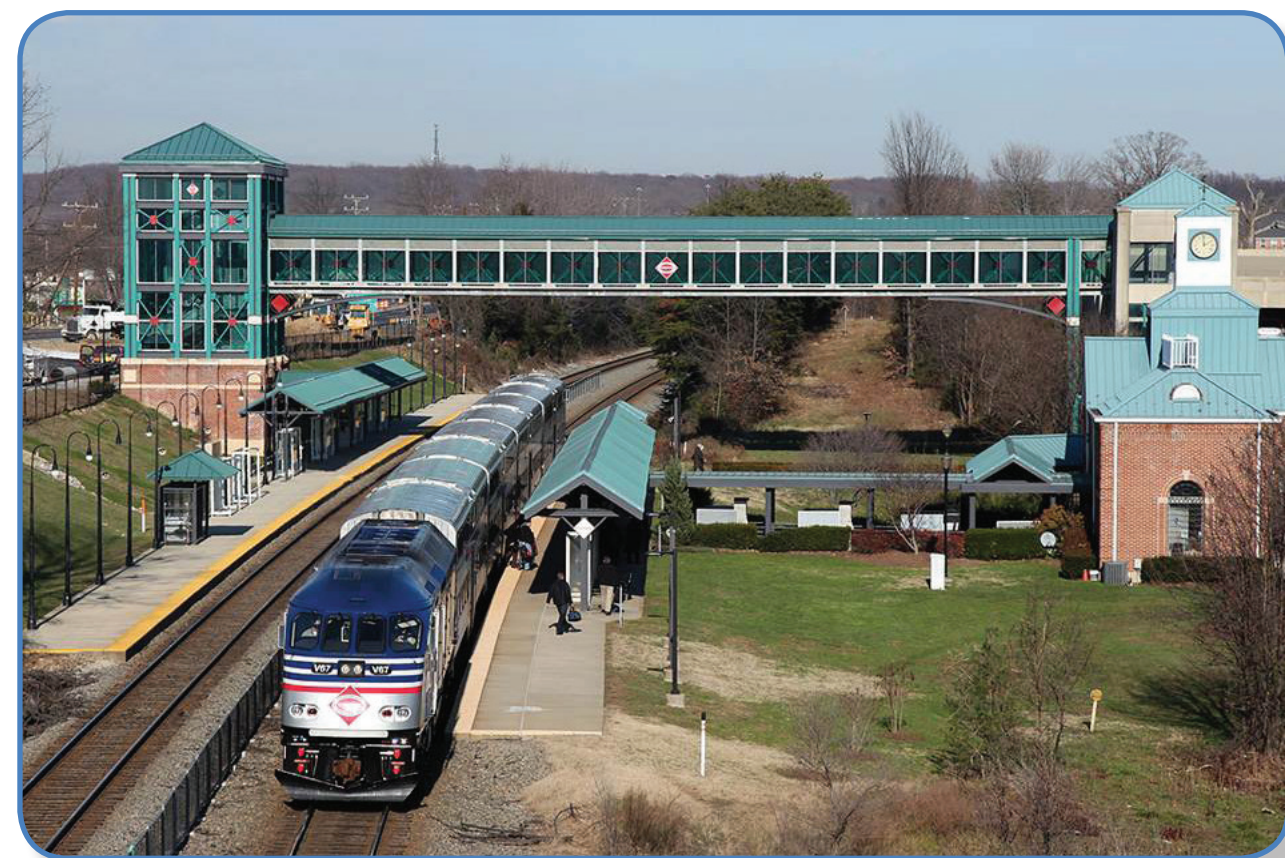
# IMPROVEMENT CONCEPTS



Bus Rapid Transit



Communication and Technology



VRE Extension



General Purpose Lanes

**General Purpose Lanes:** Construction of additional highway lanes open to all traffic.

**Managed Lanes:** Conversion of the existing HOV lane into either a one or two lane (in each direction) facility that would operate as a high-occupancy toll facility where only high-occupant vehicles would be exempt from paying a toll.

**Metrorail Extension:** Metrorail service extending west from Vienna to either Centreville or Haymarket.

**Light Rail Transit:** Light rail service extending west from Vienna to either Centreville or Haymarket.

**Bus Rapid Transit:** Separate guideway bus rapid transit extending west from Vienna to Haymarket; service could extend east of Vienna.

**VRE Extension:** Extension of existing VRE service from Manassas to Haymarket.

**Improve Spot Locations/Chokepoints:** Improvements that address operations constraints at discrete locations (chokepoints) such as individual interchanges or specific junction points within the interchanges (i.e., merge, diverge, or weaving areas).

**Intermodal Connectivity:** Availability of a full range of travel modes within the corridor, as well as availability and functionality of connections between travel modes.

**Safety Improvements:** Safety improvements that address both location-specific and corridor-wide safety concerns.

**Transportation Communication and Technology:** Continued enhancements to ITS technology for all modes in the corridor, including traveler information, corridor and incident management, and transit technology.



Managed Lanes



Metrorail Extension



Intermodal Connectivity



Spot Improvements

# ENVIRONMENTAL TIERING PROCESS

- The Tier I decisions made by FHWA are not decisions to construct any improvements in the I-66 corridor.
  - More detailed environmental studies would need to be conducted in Tier II prior to FHWA and/or other lead federal agency authorizing final design, right-of-way, or construction.
  - All ten improvement concepts can be advanced to Tier II. This does not mean that projects associated with each improvement concept will be implemented.
- Individual projects associated with one or more improvement concepts could advance to and through Tier II based on the lead agency(ies) involved.
  - Each lead agency has procedures related to project funding and implementation timeline.
  - Lead agencies would study projects within their areas of authority and/or expertise.
    - “Roadway mode” improvement concepts are under the purview of VDOT and FHWA.
    - “Transit mode” concepts would be identified by DRPT and FTA.
- Roadway and transit projects associated with different improvement concepts could be combined into a single Tier II document, as determined by the lead agencies at that time.
- Projects with independent utility associated with improvement concepts that contribute to meeting the purpose and need may be advanced independent of projects associated with other improvement concepts.
- Consideration of transportation improvements from other initiatives would be incorporated into Tier II studies as necessary.

# DECISION FROM TIER I STUDY

## Improvement Concepts to be Advanced:

LANES	TRANSIT	OTHER
<ul style="list-style-type: none"><li>• General Purpose Lanes</li><li>• Managed Lanes</li></ul>	<ul style="list-style-type: none"><li>• Metrorail Extension</li><li>• Light Rail Transit</li><li>• Bus Rapid Transit</li><li>• Virginia Railway Express Extension</li></ul>	<ul style="list-style-type: none"><li>• Improve Spot Locations/Chokepoints</li><li>• Intermodal Connectivity</li><li>• Safety Improvements</li><li>• Transportation Communication and Technology</li></ul>

Since any of the ten improvement concepts would improve conditions in the Interstate 66 corridor, FHWA believes it is prudent to advance all ten improvement concepts from Tier I and to allow the Commonwealth of Virginia to then identify the Tier II projects for subsequent study.

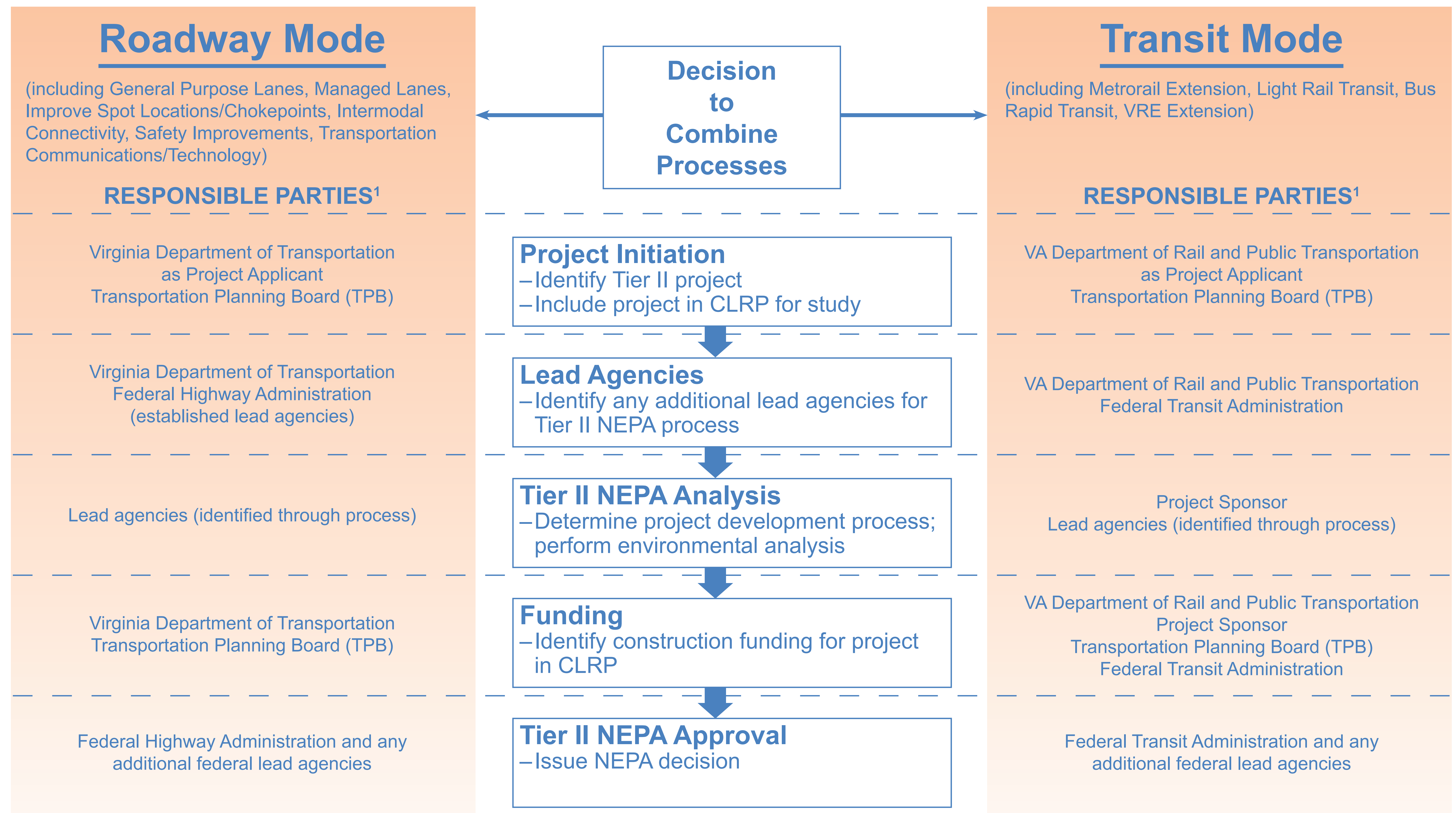
**General Location for Tier II Highway and Transit Studies.** Each of the improvement concepts would be located within the corridor in which it currently exists (i.e., the existing I-66 corridor and the VRE alignment), rather than within new location corridors.

**Projects with Independent Utility.** No individual projects have been identified at this time.

**Tolling.** The consideration of tolls as a funding source is advanced for subsequent study.

**Measure to Avoid or Minimize Harm.** Additional environmental analysis will be conducted during Tier II and practicable measures to avoid or minimize environmental harm would be developed and adopted at that point when the specific environmental impacts of individual projects are known. Accordingly, a formal monitoring or enforcement program is not established in the Tier I FEIS or ROD.

# MOVING AHEAD TO TIER II



#### Notes:

<sup>1</sup>Tier II environmental documents for improvements may be confined to a single mode (for example, an interchange improvement within the Improve Spot Locations/Chokepoints concept would include the responsible parties identified for the “roadway” mode) or may include multiple modes (for example, a combined study of managed lanes and bus rapid transit would include responsible parties for both “roadway” and “transit” modes). Decisions to combine the “roadway” and “transit” modes processes within a single Tier II document may occur at the Project Initiation, Lead Agencies, and Tier II NEPA Analysis milestones in the diagram above.

This figure illustrates the likely Tier II NEPA process for a project that is associated with an individual improvement concept. The Tier II NEPA process for a project associated with multiple improvement concepts may be different.

# Request for Information (RFI)

- The Office of Transportation Public-Private Partnerships (OTP3) issued a Request for Information (RFI) in June 2013.
- The RFI solicited input from citizens and the private sector on best practices and innovative approaches for the I-66 Corridor between I-495 and Route 15.
- The responses, which have been posted on the OTP3 website, will help inform VDOT and DRPT planning and development efforts.

## RFI Responses

- In November 2013, OTP3 received RFI responses from 19 private sector firms and consortiums.
- Public comments (9 responses total) were in favor of improving the corridor and included general comments about tolling, transit and right-of-way.
- Go to project website to see all responses. [www.I66ppta.org](http://www.I66ppta.org)

- Abertis USA Corp
- Acciona Concessions Canada Inc.
- ACS Infrastructure Development and Dragados USA
- AECOM
- Bechtel Infrastructure Corporation
- Cintra and Ferrovial Agroman
- Edgemoor Infrastructure & Real Estate, Shirley Contracting Company, Clark Construction Group, and Drewberry Consultants
- Fluor Enterprises, Inc.
- HOCHTIEF and Flatiron

- Kiewit Infrastructure South Co. and Kiewit Development Company
- Lane Construction Corporation
- Macquarie Capital (USA) Inc.
- Meridiam Infrastructure North America Corporation
- OHL Infrastructure, Inc.
- Shikun & Binui Ltd. (a member of the Arison Group)
- Skanska AB
- SNC-Lavalin Inc.
- Transurban
- Vinci Concessions USA



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# SUMMARY OF RFI RESPONSES

- A public-private partnership (P3) could be created to help develop and deliver components of the multi-modal transportation improvement strategy for I-66.
- Several RFI respondents cited price and schedule certainty, risk transfer, and life cycle cost management as potential advantages of a P3 approach.
- Technical challenges that would need to be addressed include acquiring sufficient right-of-way, designing efficient access points, and limiting the impact on existing bridges and structures.
- Public comments were in favor of improvements, general comments about tolling, transit and right-of-way.

- A bifurcated highway system, with elevated lanes or transit, may be technically feasible, but will likely be more complex and expensive.
- Several RFI respondents expressed interest in developing and operating managed toll lanes in the I-66 corridor.

- There is a private sector interest in constructing (but not operating) a bus rapid transit (BRT) system in the I-66 corridor.
- BRT could be designed to operate in Managed Lanes (ML) instead of a separate guideway.
- BRT and ML could be replaced with a Metrorail extension in the future.

